OVERALL LENGTH. 24'-11"
C 7143
ADJUSTABLE STABILIZER.
FUEL TANK FILL. (46 GALS.)
A
A
STEEL TUBE SKID ON SHOCK CORDS.
RADIATOR.
L.G. "V" BRACES.
"OLEO" SHOCKS.
26 × 4 TIRES.
9'-11"
12° 20'
SECTION A-A
4'-½"
2'-0"
STAGGER. 10"
AIR "SCOOP."
0°-30' OFFSET.
10°30'
38'-0"
36'-0"
AUTO TYPE ENGINE BONNETS.
1926 & 1927 MODEL STABILIZER.
LOWER WING PANEL. (REF.)
UPPER WING PANEL. (REF.)
1928 MODEL STABILIZER.
*FIREWALL.
LOWER LONGERON ℄.
B
B
C
C
SECTION C-C
10'-10½"
5'-9¼"
2'-0"
METAL FRAMED, FABRIC COVERED TAIL UNIT.
CENTER SECTION. 6'-0"
℄ CENTER SECTION STRUT & BRACE WIRES. (REF.)
SHEET METAL COWL.
COWL OUTLINE AT ℄ PILOT'S COCKPIT.
FABRIC.
STRINGER.
℄ LANDING GEAR STRUTS & BRACES. (REF.)
SECTION B-B
9'-8"
7193
BAGGAGE & TIE-DOWN EQUIPMENT COMPARTMENT.
"V" STRUT LANDING GEAR BRACING JOINED AT FRONT ℄.
GOODRICH SILVERTOWN 30×5 TIRES.
5'-4¾"
10'-1½"
13°

SHOWN ABOVE, ALSO IN FRONT ELEVATION, OPPOSITE PAGE, IS THE 1928 VERSION ALEXANDER EAGLEROCK 3 PLACE COMMERCIAL BIPLANE, WITH CURTISS OX-5, 90 H.P. ENGINE. THIS MODEL, ALSO AVAILABLE WITH THE WRIGHT WHIRLWIND J-5, AND OTHER RADIALS (OUTLINED BELOW) MADE USE OF A SIX FOOT WIDE CENTER SECTION IN UPPER WING. ALL WING PANELS WERE OF SAME SPAN. SWEPT BACK STABILIZER INSTEAD OF "STRAIGHT" TYPE AS SHOWN AT RIGHT. SAME SPLIT, "V" TYPE GEAR OF 1927 MODEL, WHICH WAS A TWO BENT AXLE DESIGN, THE UPPER ENDS HINGED TO AN INVERTED STEEL CABANE UNDER THE BODY, & THE LOWER ENDS ATTACHED TO THE APICES OF THE OLEO-SHOCK "LEGS."

ILLUSTRATED AT RIGHT IS THE OX-5, 90, POWERED, 1927 "LONG WING" EAGLEROCK. SAME TYPE "STRAIGHT" HOR. STAB USED AS IN ABOVE PLAN VIEW. THIS MODEL WAS ALSO SUPPLIED WITH WRIGHT J-5 RADIAL ENGINE. WING PANELS WERE OF SAME SPAN & CHORD. NOTE INVERTED "V" (PAIRED) CABANE STRUTS & INTERPLANE STRUTS SLANT INBOARD AT TOP.

PLAN ABOVE IS CONFIGURATION OF 1928, OX-5 MODEL, EXCEPT THAT STABILIZER IS OF THE PRECEDING 1926 & 1927 MODELS. NOTE DIFFERENCE IN COCKPIT OUTLINE TO J-5 MODEL BELOW, ALSO DIFFERED WITH 1926 MODEL. PROPER STAB FOR ABOVE FUSELAGE, SHOWN AT LOWER RIGHT. ELEVATORS IN 1926, 1927, 1928 MODELS APPEAR TO BE IDENTICALLY SAME.

ADJUSTABLE ENGINE MOUNTINGS WERE OF STEEL TUBE & WERE DETACHABLE AT THE FIREPROOF *BULKHEAD. FUSELAGE WAS WELDED STEEL TUBE, BRACED THROUGHOUT BY DIAGONALS SIMILAR TO WARREN TRUSS SYSTEM.

APPROXIMATE TIP OUTLINES OF THE 1926 & 1927 EAGLEROCKS. SEE PAGES 247 & 333, 1927 & 1928 AIRCRAFT YEARBOOK. 1928 "ROCK" WING SHOWN IN PLAN, OPPOSITE PAGE.

ILLUSTRATED BELOW AND PARTIALLY IN PLAN VIEW ABOVE, IS THE 1928 ALEXANDER EAGLEROCK MODEL A-14, WHICH ACCORDING TO RECORDS AVAILABLE TO THE AUTHOR, APPEARS TO HAVE BEEN THE SUCCESSOR TO THE MODEL A-1 "LONG WING" WITH WRIGHT J-5 WHIRLWIND AND A-2 "LONG WING" WITH OX-5, 90, PRODUCED IN 1927. WITH THE WRIGHT J-5C ENGINE, THE A-14'S OVERALL LENGTH WAS 23'-6½" & BUT FOR IT'S HEIGHT, ALL OTHER DIMENSIONS WERE THE SAME AS THE A-2 MODEL. THE A-14'S ADJUSTABLE ENGINE MOUNTS, LIKE THE A-1 & 2, WOULD TAKE THE CURTISS OX-5, 120 HP. ANZANI, 125 HP. RYAN-SIEMENS, 135 HP. FAIRCHILD CAMINEZ-

CONT. BELOW

Cont:

150 H.P. AXELSON, 220 WHIRLWIND J-5C, 260 H.P. MENASCO RADIALS & WRIGHT HISPANO-SUIZA "A" 150 H.P. ENGINE SHOWN IN ABOVE SIDE ELEVATION, IS THE WRIGHT WHIRLWIND J-5C, OF 220 H.P. PASSENGERS SAT IN FRONT, SIDE BY SIDE, PILOT IN REAR. DUAL CONTROLS, BAGGAGE COMPARTMENT, FIRST AID KIT, COCKPIT COVERS, DEEPER SEATS. SHIP WAS WIRED FOR NIGHT FLYING.